

SUMMARY OF 2ND AVIATION ADVISORY COUNCIL MEETING

Louisiana Statewide Transportation Plan Update

Meeting Time and Location

The second Aviation Advisory Council meeting for the *Louisiana Statewide Transportation Plan Update* was held on February 20, 2002 at the Radisson Hotel in Baton Rouge, Louisiana.

Meeting Attendees

The following persons attended the meeting:

Consultant Team Members

Pam Keidel, Wilbur Smith Associates
Mike Maynard, Wilbur Smith Associates
Butch Babineaux, Wilbur Smith Associates

Council Members

Roy Miller, Shreveport Airport Authority
Revius O. Ortique, Jr., N.O. International Airport
Randy S. LaCaze, Natchitoches Regional/City
Jon Grafton, AEY
Elton Pody, Central LA. Chamber
Billy App, J.W. Anen & Co. Inc

Non-Member DOTD Staff

Eric Kalivoda, DOTD
Chip Chiasson, La DOTD Aviation
Tony Culp, DOTD, Aviation
Tom Atkinson, DOTD Intermodal Trans.

Other Attendees

Sean C. Hunter, N.O. International Airport
George Heard, Chennault Intl Airport
Win Beyea, URS-La Place
Rock H. Cassene, Iberia Airport
Ed Plozola, BTR

Meeting Purpose

The purpose of this meeting was to provide Advisory Council members with a review of the *Statewide Intermodal Transportation Plan (SITP)*, provided by Butch Babineaux, and an update of the LASP, provided by Pam Keidel. The update of the LASP included an overview of the aviation industry on a national level, a forecast of aviation activity and a

stratification process. The stratification process is an airport classification procedure, which grouped airports into four classifications or functions in the State. The next steps in the LASP were identified at the conclusion of the meeting.

Summary of Meeting Comments

Important items discussed at the meeting are summarized as follows:

- Justice Ortique expressed concern as to whether other “national” airports outside the State of Louisiana were going to be considered in the analysis. It was noted that Louisiana’s airports should be competitive with out of state airports.
- Jon Grafton of Alexandria International Airport inquired as to the runway length analysis. WSA staff indicated that the LASP’s runway analysis is based on the FAA’s runway length computer program and will be used to determine the minimum runway length standard for each airport based on its classification. If a runway length falls short, then it is identified as a deficiency and will be addressed in the LASP. For those airports with primary runway lengths above the minimum standard, no recommendation will be made.
- Questions regarding the use of the proposed airport stratification in terms of funding decisions were raised. The current funding prioritization system evaluates commercial service and general aviation needs separately and then examines the types of projects such as safety, standards, upgrades, and capacity. LaDOTD aviation staff noted that the existing prioritization process will still be followed, but that the LASP would provide guidance and help to set standards for all of the airports recognizing their various functions within the State. Deficiencies in the system will be identified in the stratification process, then prioritized in the CIP analysis.
- GIS drive times were discussed. Several comments were made as to the size of the 30-minute drive time polygons. WSA indicated they would review the GIS analysis.
- Questions were raised as to how NPIAS airports fit into the stratification. Tony Culp indicated that there are 12 airports in the State that are not NPIAS airports.
- Questions were raised about splitting out the Commercial Service (CS) airports from the stratification process. Based on subsequent conversation after the council adjourned, Tom Atkinson provided insight on an alternative classification system using the FAA’s definitions and supplementing them. The following provides the proposed new classifications:

Commercial Service
Reliever
General Aviation-Regional
General Aviation-Local
General Aviation-Limited